

COMMENT

We need plans for 100 miles

THE BIGGEST trawling firm in Britain has emerged from the shadows of the British Trawlers' Federation to present its own views of the way the British industry should be run in the future.

As we drift into a whole new regime for world fisheries, without any indication from the Government that it is really interested in planning a future for the industry, it is easy to understand the frustration being felt by companies like British United Trawlers.

What is made clear in this document is that, as far as Europe is concerned, we stand to gain or lose more than anybody else if 200-mile limits become the order of the day. The picture it paints for Britain is a flowing one — if only our negotiators are prepared to fight.

Although it has taken a lot of effort to compile this document, it really says nothing more than the British Trawlers' Federation has been spasmodically saying over the past year. In advancing the argument for a 200-mile limit, with an exclusive 100-miles for British fishermen, British United Trawlers will find little dissension from other sections of the industry. What is it really fails to get to grips with is how the 100-mile zone would be divided up among British fishermen?

If any policy for British fishing hopes to get the backing of the inshore industry, it will need to be very specific about how the spoils from an exclusive zone would be divided up.

WITH THE decision to withdraw the Navy, Iceland's bluff has been called. The situation has been defused enough to see if Iceland really wants a fair agreement.

Already the suspicions harboured by the trawling industry about Iceland's intentions look well founded. According to reports from Reykjavik, the offer to Britain stands at 40,000 tons — which must all be taken outside the 50-mile line. Looking at the recent performance of the British fleet even Iceland's previous offer of 65,000 tons appears ludicrous. Our trawlers have established that, with protection, they can fish at twice this rate.

To have endured a winter's fishing at the mercy of the gunboats for peanuts is just not on. When negotiations do start, we will be talking from a position of strength. It has been proved that we can maintain our catch and anything that is lopped off the previous 180,000-ton agreement is a bonus for Iceland.

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Trawler firm offers a fishing policy

BRITAIN'S most powerful trawling company has put forward a policy for fishing. The objectives revolve around the establishment of a 200-mile limit, with a 100-mile/median fishing zone exclusive to British fishermen.

In a 19-page document being circulated among the industry, British United Trawlers says that they have to take this action because neither the Government, nor anybody else, has committed themselves to a policy.

In line with the Government's aim of "backing winners", BUT says the objectives of its own policy are:

ENSURE continuing and increasing supplies of fish (of preferred species and quality) to UK consumers at stable, reasonable prices.

INCREASE the catch by UK vessels so as to provide 90 per cent of UK requirements (security of supply) and become a net exporter of fish and fish products.

MINIMISE the inevitable change in availability of traditional species (e.g.

cod) resulting from extended fishing limits.

ENSURE an economically viable industry with the ability to maintain/replace its capital investment in vessels, processing plants and market infrastructure using modern technological developments.

EFFECT a smooth, planned restructuring of the UK fishing fleet to produce the right number of modern vessels appropriate to the species available in the "200-mile" era. Minimise the social and economic repercussions involved.

PROVIDE good long-term prospects for secure employment of a high wage/high productivity nature in a safe, modern working environment. With the enforcement of quota systems "virtually impossible", a more powerful force of aircraft and protection vessels is needed.

The present decline of our fleet must be halted. Loss making ships now laid up should be got back to sea with the help of Government subsidy. This will help to keep up the strength of the fleet until it is able to take advantage of the new pattern that is emerging for fishing.

To achieve these objec-

tives, BUT says that Britain must obtain jurisdiction over fish stocks within 200-miles or a median off our coast. This is essential to stop large foreign industrial fishing fleets taking immature fish.

We should also now be going ahead to set up "swapping" arrangements with other countries and negotiate international phase-out arrangements. Within the 200-miles, there should be a 100-mile zone exclusive to British fishermen. The outer 100-miles would be a bargaining area with other nations.

Effort limitation and mesh regulations should be imposed on foreign vessels fishing in our waters. With the enforcement of quota systems "virtually impossible", a more powerful force of aircraft and protection vessels is needed.

All the mackerel off Devon and Cornwall being taken by foreign fleets would be available for British fishermen in an exclusive fishing zone. Catch limitations are now urged needed on this stock.

BUT hope that this package will provide a framework of a fishing policy suitable for all the industry.

January 23, 1976

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FISHING NEWS



'New look' trio off south-west

THERE'S a powerful new look about the British mackerel fleet fishing off Devon and Cornwall.

Landing off at Plymouth last week was Mike Hosking's new 89ft. trawler and liner *Dew-Genen-ny* (below). She was reported to have put ashore between 80 and 80 tons. On the way down from the Lewis yard in Aberdeen she was to have tried some spratting, but did not.

The new 99ft. Buckie registered purse seiner *Gallic Rose* (above) landed 20-tons at Plymouth this week. She was reported to have moved up from Penzance, where she made £7,000 the previous week, because of bad weather. *Gallic Rose* is owned by a London-based company and crewed by Scots.

A regular at Plymouth is Brixham's top skipper, John Day. His *Pascoco II* (right) is making good use of her extra capacity following a 'stretch' at the Bideford Shipyard.

Because of the waste *Barnsley* by-passed Aberdeen and contacted the authority at Peterhead, where it was transferred to a pilot boat in the Harbour of Peterhead.



Grimsby stunned by catch crisis

FRESH FISH catches at Hull Nautical College during the premiere of the Anthony Barber Productions' film *Trawling — Your Future*. This 30-minute documentary gives an impressive insight into the industry's shore and sea training facilities.

During introductory remarks to a gathering of about 100 people, including a number of career masters, Mr. Boyd explained that a

"If this is a foretaste of things to come, we might as well pack up now before everyone goes broke," a disconsolate fish merchant told Fishing News.

He added: "There has been

so little fresh fish about, and

what there has is so expensive, that we've been forced

back onto frozen stocks to

help out."

"What little fresh I have bought since the market reopened two weeks ago has cost me nearly £400 selling out at a loss to keep trade. No one can go on like this much longer."

Certainly on the face of it fish prices remained on a high level all round, but the trawler owners were just as unhappy over the situation as the merchants. Far from making fat profits from expensive fish, most of them sustained hefty losses too.

The crisis is largely due to half the decline of the industry.

Allowing for the lack of winter seining at the port, the figures are still alarmingly high. Mr. Ward is calling for urgent Government action to halt the decline of the industry.

IDENA TO GO TRIALS

THERE is good news from Fleetwood with the arrival of another new vessel to the port's fleet next month. The 130ft. stern trawler *Idena* (Skipper Andy Jensen), 511 kts from Port Vale (Skipper Ted Walker) and 24 kts from *Ross Renown* (Skipper Tommy Pembrook).

ANNOUNCEMENT

The Aberdeen International Fisheries Exhibition



The Organisers of the ABERDEEN INTERNATIONAL FISHERIES EXHIBITION warmly welcome the total support and co-operation it is receiving from both commercial companies and Organisations in the fishing industry both at home and abroad.

There is no doubt that the ABERDEEN INTERNATIONAL FISHERIES EXHIBITION will be an unqualified success and companies wishing to reserve the remaining available space should contact the Organisers.

*Further Information from the organisers:
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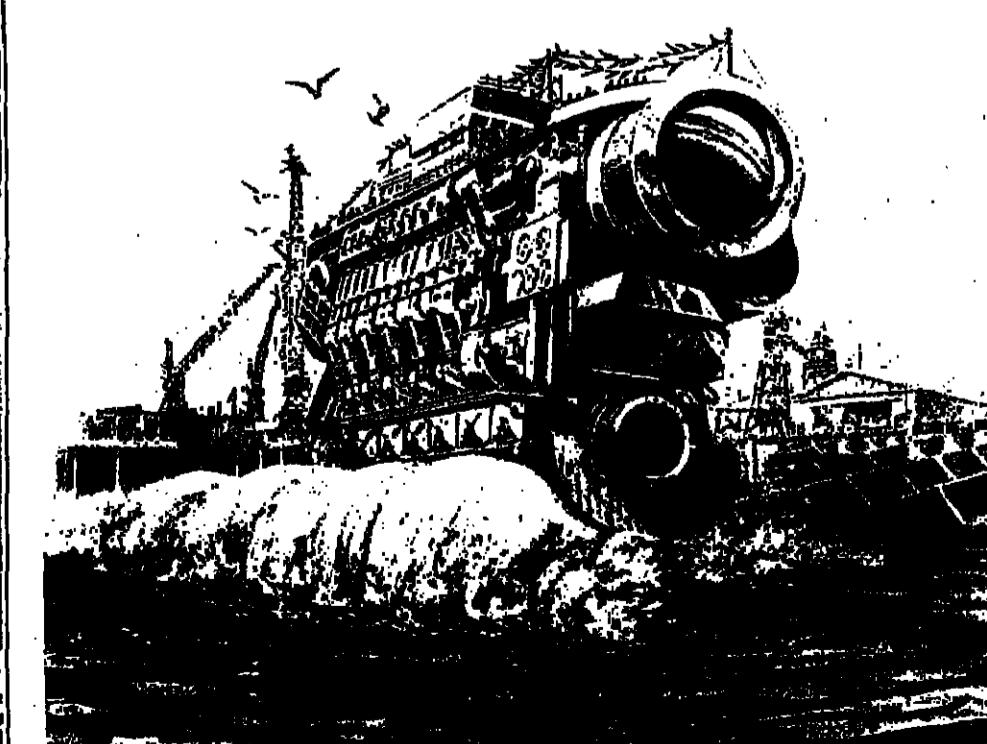
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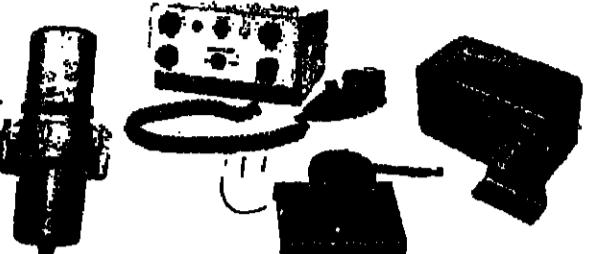
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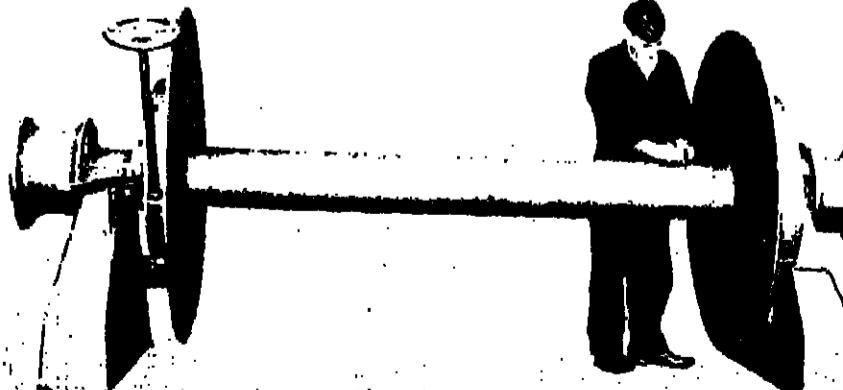
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Hammond Innes tops £1/2m

HAMMOND INNES has become the first British trawler to gross over £1 million for a year's work. Britain's top earning fishing vessel last year, she looks certain to take the Hull Distant Water Challenge Shield for a second year in succession.

Based on calculations for the shield contest, the Newington Co. wet fish stern trawler grossed a total of £565,049 during 1975 after catching 36,693 kits. Last year her aggregate grossing was £440,176 for 31,275 kits.

Skipper Dick Taylor commanded the ship on ten trips last year, while Skipper B. Taylor took her out twice, Bill Bretell and C. Dunn once each.

Hammond Innes went on five trips to Iceland and four to the White Sea during the year. The rest of her year was split between the Norway Coast and Bear Isle. She went three times to the Norway coast, and once to Bear Isle; on another trip she fished both grounds.

Her highest grossing came on January 6 this year after she had been on a 24-day trip to the White Sea over Christmas.

Skipper Bill Bretell

brought Hammond Innes home with 3,340 kits aboard to gross £2,092 — just £1,124 short of the national record. (Only part of this catch has been calculated as her 1975 grossing).

Even this was not her biggest catch by weight. In February last year, Skipper Dick Taylor landed a massive 4,342 kits after a 22-day Norway coast trip. She grossed £59,767.

The ship cannot be officially declared winner of the Hull

Shield top 20 — November

| | Kits landed | Points |
|------------------------------------|-------------|--------|
| 1 (1) Hammond Innes (Newington) | 33,978 | 38,472 |
| 2 (2) Ross Orion (BUT) | 29,761 | 32,630 |
| 3 (4) Ross Canaveral (BUT) | 23,834 | 30,084 |
| 4 (8) C. S. Forester (Newington) | 27,236 | 30,215 |
| 5 (6) Somerset Maugham (Newington) | 29,171 | 29,384 |
| 6 (5) Lord St. Vincent (BUT) | 26,267 | 29,309 |
| 7 (3) Arctic Cavalier (Boyd) | 26,317 | 27,894 |
| 8 (7) St. Gerontius (Hamling) | 25,063 | 26,766 |
| 9 (9) St. Giles (Hamling) | 22,624 | 26,768 |
| 10 (10) Westella (Mer) | 23,761 | 26,393 |
| 11 (18) Ross Trafalgar (BUT) | 20,667 | 26,497 |
| 12 (14) Loch Erne (BUT) | 21,691 | 26,411 |
| 13 (12) Kingston Sapphire (BUT) | 18,042 | 26,385 |
| 14 (11) Kingston Emerald (BUT) | 22,364 | 26,293 |
| 15 (16) Joseph Conrad (Newington) | 21,903 | 26,131 |
| 16 (17) Arctic Corsair (Boyd) | 22,781 | 24,921 |
| 17 (13) Ross Altair (BUT) | 21,286 | 24,856 |
| 18 (21) St. Dominic (Hamling) | 21,980 | 24,020 |
| 19 (18) Kingston Beryl (BUT) | 21,450 | 23,866 |
| 20 (20) Ross Sirius (BUT) | 20,166 | 23,829 |

Shield until figures for the final month — December — are given. But Hammond Innes put ashore a massive last trip of the year — much of which counts for the contest — and was almost 6,000 points ahead of her nearest rival in the November table.

During November, Ross Orion held onto her second place while Ross Canaveral moved up from fourth to third. Another Newington ship, C. S. Forester, jumped from eighth to fourth.

It is the first time for years that a vessel has sold in this way on deck.

Of oak construction, Lady came to Grimsby from the continent in 1973 & since worked largely at north-east ports, returning to Grimsby last summer/overhaul prior to being put on sale.

She was built in Belgium in 1948 and rebuilt two years ago.

For a big selection of fishing vessels for sale, see the Fishing News classified ads which start on page 1000.

The exhibition will be further supported by a two-day conference sponsored by the Scottish Inshore White Fish Producers' Association. Also, a Fishermen's Ball will be organised, the proceeds of which will be donated to the Royal National Lifeboat Institution.

Fishing news

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TRAWLER LOST OFF SCOTLAND 'Brilliant' rescue operation

SKIPPER Dick Farrer and the crew of the Fleetwood trawler Wyre Conqueror were praised last week for their 'brilliant' seamanship in rescuing the crew of their sister-ship Wyre Victory.

Wyre Victory had left Fleetwood bound for Iceland with an 18-man crew under Skipper Albert Watson (60), one of the port's most experienced skippers.

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AND FROM AF — HERE IS THE GOOD NEWS

COD WAR or no cod war, Associated Fisheries flew a solitary flag for the British fishing industry at Hotelympia '78 (January 14-21) — with triumphant success.

Associated Fisheries, dusty as whole. We want parent company of British United Trawlers, put on its best ever show, featuring not only the Group's food companies, but the fishermen and the ships they sail in.

Neither the White Fish Authority nor the Herring Industry Board were on show, probably because their promotional budgets have been heavily slashed this year.

Peter Dickinson, spokesman for AF, told *Fishing News*: "There has been hardly anything but bad news out of the fishing industry for the last two years. Hotels and catering are big customer's for the in-

IRELAND'S NEWEST 80-FOOTER

THE FIRST vessel built by Campbeltown Shipyard for the Irish fishing fleet was launched recently from the yard at Trench Point, Campbeltown, Argyll.

She was named *Marden* by Mrs Mary O'Connor, wife of skipper-owner Denis M. O'Connor of Casteltownbere, Co. Cork.

Marden is an 80ft. all-welded steel herring trawler built to the yard's well proven Campbeltown 80 design. She will be completed at the yard's fitting out quay and is scheduled to go into service early next month.

Marden is the first of three vessels which Campbeltown Shipyard is building for Irish skipper/owners. The second — another Campbeltown 80 — will be launched in about six weeks for Sean O'Driscoll of Dunmore East and a large Campbeltown 85 for Frank Downey of Casteltownbere is due to be launched in June.

Inshore theft scare

FLEETWOOD'S inshore fishermen have come out with a strong attack on people who are pilfering from catches at the Jubilee Quay where the inshore boats land.

David Rainford, chairman of the Fleetwood Inshore Fishermen's Association, said last week that it had been a local tradition that some men gave them a hand to land their catches and were usually given a "fry" for their help. He added: "And this we appreciate, but under this guise some people have been

stealing from us hand over fist.

"We can only describe these sort of people as professional pilferers. Some so-called helpers have been turning up even at 3 am landings. We believe some are making a business out of it.

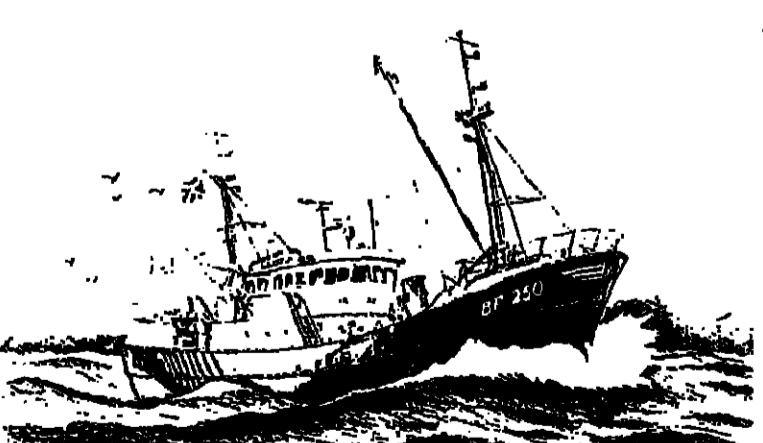
"One of the chaps connected with the industry, was parked up on the west side last summer when one of those 'helpers' probably thinking he was a visitor, knocked on his car window and said he had some fish to sell.

"We may have to employ one or two men to keep watch, but the expense of doing this would be heavy. We know who some of the culprits are and if we find them doing it in future we will initiate proceedings against them."

"We realise how difficult it is for the police to cope with the problem. We suspect some of these characters are making more out of the inshore business than we are."

He said they had approached the dock authorities about the building of a landing pen, but said this would be very expensive.

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Strains stay north of the Tyne BIG LANDINGS AT GRIMSBY

THERE ARE still no signs of sprats south of the Tyne and certainly none at all so far in the Wash. As a result, Grimsby's spratters continue to concentrate their landings at North Shields.

Latest reports indicate the recent spell of high winds has considerably hindered fishing, but *Glenda* (Skipper Francois Winten) and *Arcona Champion* (Skipper Ejvind Sorensen) are still performing well.

Meanwhile, Grimsby has been far from idle and well over 400 tons of sprats were landed there last week from Danish industrial fishing trawlers, unable to make the journey back to Denmark because of the weather.

It has paid off. Salesmen, showing everything from caviare to kippers, report record enquiries from the hotel and catering trade.

As one of them said: "People are as keen as they have ever been to sell fish. But they are generally confused about the state of the industry, fluctuations in prices and even about the continuity of supplies.

"I think we have been able to clear up a lot of these mysteries for them. Most of them have gone away happy and we are certainly very pleased we came to the show."

Afrodite (Skipper Paul Eric Andersen) and the one-year old *Marianne Hadobi* (Skipper Finn Rasmussen).

Deck cargo of sprats on the Danish pair trawler *Marianne Hadobi*.

Afrodite (Skipper Paul Eric Andersen) and the one-year old *Marianne Hadobi* (Skipper Finn Rasmussen).

Early in the week the 85-ton *Anette Johansen* put ashore 80 tons after heading for home, but turning back as gales and big seas swept an estimated deck cargo of ten tons overboard. She had been working off the Tyne and when trouble struck Grimsby was the nearest port.

Also caught out by bad weather, just before last weekend, was the steel pair trawler team of *Marianne Hadobi* and *Afrodite*. The two Skagen trawlers landed roughly 350 tons, split 180-200 tons between the ten-year-old

Marianne Hadobi (Skipper Finn Rasmussen).

The heavy weather and big tides have not helped either and those worms left are well buried.

Of the local fleet only *Mary* (skipper-owner 'Nico' Miles) has kept going with local supplies, and very much on a stop-go basis.

Before the fishing fell away agent Sam Chapman & Sons Ltd. considered continental imports, as did George B. Bee Ltd. which now agents the *Lowestoft* - registered *Breadwinner* from Grimsby.

However, Skipper Johnny James managed to find an alternative source at Wells, Norfolk. Although pricey, they have kept *Breadwinner* working.

Skipper-owner Sidney Carlton of St. Vincent is so disappointed with the local fishing he decided to try prawn trawling from Hartlepool until the dogs start up in March.

Almost unbelievably St. Vincent was built by Stephens of Banff in 1910 to fish under canvas and she is

solved with the woman as having a cabin of her own.

And there, for the moment, the matter rests. We everyone realising that it might only be the forerunner of other applications!

women — sorry, nequals female partners — for job the fishing fleet.

Old fishermen at skippers scratched their heads when they heard the news. Was the day coming when Lowestoft trawlers would be manned by mixed crews, they asked? Or when a trawler could be skippered by a woman. With women entering many other spheres previously considered almost impossible.

Many of the foreign

vessels visiting Lowestoft have women among the crew, often as radio operators, but often express amazement at the British attitude that "the sea is no place for a woman."

Peter Smith, personnel officer for the association, said: "The young lady came to see me and told me she would like to become a cook-learner on one of our trawlers.

"I gave her all the information we generally give to would-be trawler crews and she was also given an application form to complete. But quite frankly this is a matter which will have to be discussed with the authorities and with my board," he said.

"Trawling is not an ordinary industry — and obviously the whole question of a woman going to sea on a trawler will have to be gone into very thoroughly."

He said he did not wish to comment further on the sort of difficulties which might be presented by a woman crew member, "but quite obviously, apart from the very tough life at sea, accommodation would be one of them."

With the possibility

women forming part

of British trawler crews, anything, it seems, can happen. And as one Lowestoft trawler owner pointed out: "If one trawler crew got tired of real corduroy blue colouring, there'd probably be queue trying to join them."

As many of the trawlers

now had small, individual cabins — usually for two people — this problem might be

overcome.

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THE LAUNCH of the 74ft. steel seiner-trawler *Fisher Rose* marks an important step forward in the development of the new Merseyside firm of McTay Marine Ltd., which was founded in 1973.

Fisher Rose is the first vessel to be built in the firm's new shipyard at Bromborough, Cheshire, and another vessel now under construction will be launched in the spring.

Construction of the two boats began in the open last summer and, as work progressed, the new shipyard has been built around them. The yard will be completed early this year.

McTay has built the hulls and basic superstructure of the two vessels under subcontract to the well-known Scottish boatbuilding firm of James N. Miller and Sons Ltd., which received the orders for the boats and is undertaking the fitting out work at its St Monans yard.

Engineers from Millers were fitting the engine of *Fisher Rose* in Bromborough just before Christmas, so that she could be taken to St Monans under her own power.

The lines of both boats have been designed by James T. N. Miller and are based on those of well proven and seakindly Scottish wooden boats of similar size.

Although only 74ft. long, they have a beam of 22ft. and depth of 11ft. 9in. They are of good, stout form with a lot of space both on deck and below.

Both vessels have similar lines and a raked stem, transom stern and round bilges.

Special features of their design are the box keel and ballast tanks. Box shaped in cross section, the steel keel is filled with cement.

When the boat is put on a slipway, or dries out in a tidal harbour, her weight will be resting on the box keel instead of on the bottom plating.

The water ballast tanks are arranged in the double bottom and extend from amidships forward. They can be filled or pumped out according to the weight of the fish being carried, so that good trim and stability are maintained under all conditions.

Fisher Rose is being built for Robert Clark, who is now sailing with the Musselburgh seiner *Lothian Rose*. The second vessel has been ordered by Skipper Peter Murray of the Anstruther vessel *Bay Peter IV*.

Fisher Rose is of traditional seiner-trawler layout, but Skipper Murray's boat is of unconventional design. No doubt she will arouse considerable interest among fishermen as she incorporates a number of unusual ideas.

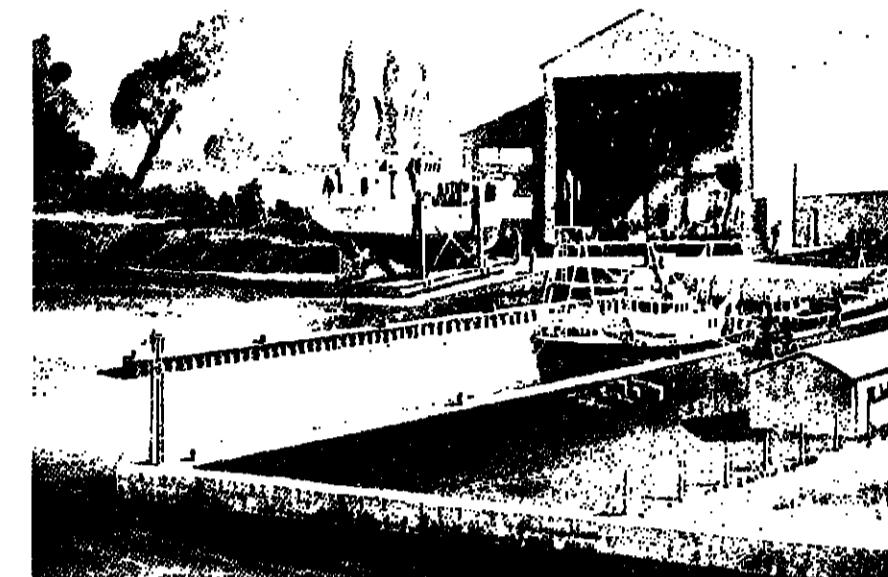
Her deckhouse, although placed aft — and is probably a new design for this type of boat in Scotland. Made of aluminium, the wheelhouse is set on the after end of the casing to give the skipper a good view of what is happening at the stern, as well as forward.

The galley is housed in the fore-end of the casing, on main deck level, and an aluminium gutting shelter is arranged forward and to either side of this.

Another unusual feature in a vessel of this size is the stern ramp set into the transom. A net drum is to be fitted aft of the casing in line with the ramp.

The net drum, and also seine rope storage reels, are being supplied by Fishing

Mersey yard 'grow' around new boats



Left: *Fisher Rose* as she was launched from the new McTay yard and an artist's impression of the boat. Above: how the yard will look when finished early this year.

shipyard because existing facilities were inadequate.

Built at a cost of some £300,000, the new yard is being designed and constructed by the McTay Group. In addition to the new shed, which is 240ft. long, there will be offices, stores, mould loft, workshops, etc. This will offer all the facilities required by a modern, self-contained, shipbuilding yard.

A soft bottom dock will come into use in about a year's time but, meanwhile, the firm has the use of a deep water dock about half-a-mile away from the new yard.

The yard will be able to build up to 12 craft a year under cover.

McTay is particularly fortunate in that it builds other kinds of vessel, so it will not be unduly affected by the present recession in fishing boat building. The yard has a continuing order book for workboats, personnel carriers, etc., and so has the workforce and all facilities ready to undertake more fishing boat building when required.

Fishing vessels can be built to any design and the firm can either produce hulls for fitting out elsewhere, or supply completed boats. A design is available for an 86ft. multi-purpose fishing boat which is of the round bilge type, with transom stern.

Through his interest in pleasure craft, Mr. McBurney met James Miller, whose firm is famous for yacht building.

At the time McTay was entering the shipbuilding field, Millers had received enquiries for steel fishing vessels from a number of Scottish skippers. Consequently, McTay received the orders to build the hulls of these vessels, as the Miller yard is not geared to steel construction.

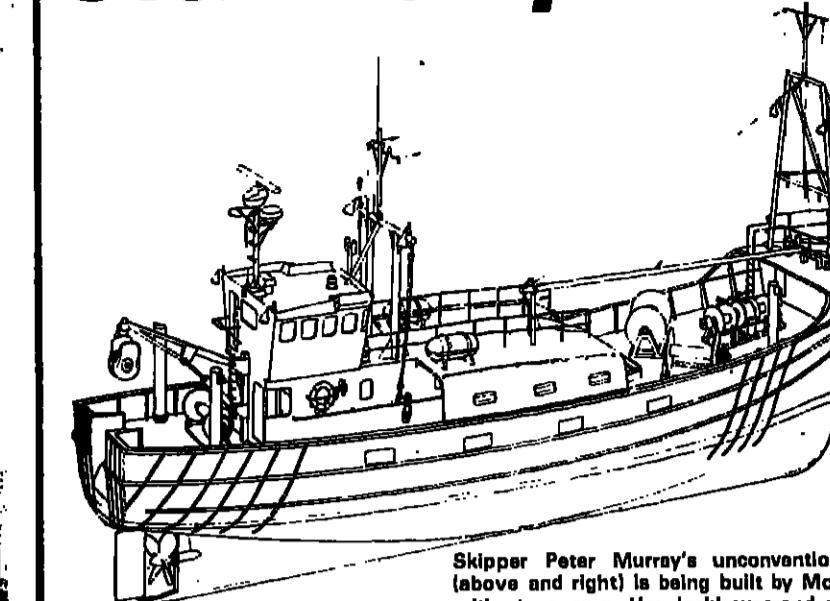
The first two hulls, which McTay built under subcontract to Miller, were the 60ft. seiner-trawlers *Sharon Vale* and *Ocean Herald*, built respectively for Moodie Trawlers of Port Seton and Skipper John McBain of Pittenweem. Both boats were fitted out by Miller in 1975 and are now fishing.

The towing posts are mounted just inboard of the bulwarks so that the trawl boards can be stowed in the usual manner. Each post is fitted with a hanging block.

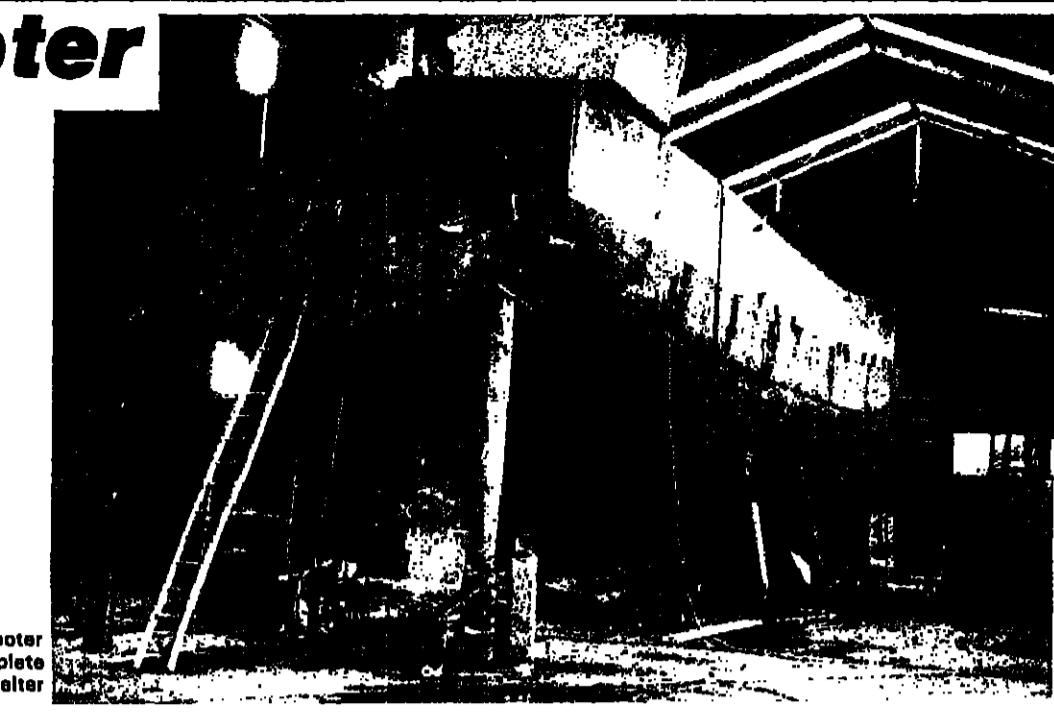
This way, says McTay, alterations to the boat while she is building can be kept to a minimum.

Joint managing directors of McTay Marine are Jim Taylor and Gordon Poole. Technical director, and also the firm's naval architect, is Kent Osborne.

Stern ramp 74-footer



Skipper Peter Murray's unconventional 74-footer (above and right) is being built by McTay complete with stern ramp. Her deckhouse and gutting shelter are more unusual features.



Below: the 70-footer *Wanderer II* soon after her completion at the Alexander Noble yard at Girvan. She is powered by a 450 hp Kelvin diesel.

Noble builds 'Wanderer' to new lines

WANDERER II, a 70ft wooden-hulled seiner-trawler built to new lines by the Girvan yard of Alexander Noble and Sons, is for two brothers, David and Kenneth Gibson of Dunure.

Construction is of larch and oak planking on an oak framework. Deck beams are of steel in the engine room, larch in the cabin and oak in the fishroom and forward.

Deck planking is of kiln-dried iroko and the after fishroom bulkhead is of steel.

The firm had to construct a new berth to build the craft as the existing shed is only 70ft. long.

The new facilities will now enable the firm to build wooden vessels up to 85ft. long overall. In addition, vessels up to 160 displacement tons can be overhauled and repaired on the slipway which was built about five years ago.

Wanderer II, which has started her career seine netting from Ayr, is the fifth vessel to be built by the Noble yard for the Gibson family. Designed by the builders, she is a stout and roomy vessel with a transom stern.

Propulsion is provided by a Kelvin TBSC8 turbocharged, eight-cylinder, diesel engine which gives 450 rpm at 1,290 rpm to drive the fixed-pitch propeller through a Reintjes 4:1 reduction and reverse gearbox. A Kort fixed nozzle is fitted, the propeller

being designed by Kort and made by Newage Engineers Ltd. On trials she had an average speed of 10.8 knots over three runs.

A Gilbert Gilkes and Gordon Gilmeed bilge and general service pump, and two 24V AC/DC alternators, are also driven from the main engine.

At the fore-end of the engine, the Dowty variable displacement hydraulic pump for the winch is driven through a flexible coupling and a Sutherland of Lossiemouth step-up gearbox. A pump for the power block is also driven off the step-up box.

Wimpey Engineering, of Aberdeen, supplied the auxiliary engine which consists of a British Leyland 25hp Tempest diesel which is fresh water cooled with a heat exchanger.

Propulsion is provided by a Transmec 24V, 125 amp alternator, Desmi bilge and general service pump, hydraulic pump for the cargo winch and Boardman net retrieve system.

Two tanks in the engine room hold a total of 2,400 gallons of fuel oil, while two tanks in the stern carry 400 gallons of fresh water.

Other engineer equipment includes Airmax ventilation fans and Lucas batteries.

A Sutherland combination seine and trawl winch is fitted on deck, forward. The Beccles No. 2 coiler feeds seine ropes down into storage bins which have steel hatches and aluminium covers.

Fitted on a single-reach jib, aft of the deckhouse, is a Caron 24in. power block supplied by C. P. Wilson and Co. of Aberdeen. This firm took over the deck machinery interests of Caron earlier this year. A Caron cargo winch is fitted on the whaleback to work the landing derrick. Seine rope leads are of Whale manufacture and the deck is illuminated by Chalmit rubber-cased floodlights. A Francis searchlight is fitted on the whaleback top.

Above, left: Inside the wheelhouse of *Wanderer II*, the fifth boat the Noble yard at Girvan has delivered to the Gibson family of Dunure. Fittings will include a Simrad SL sonar. Left: bunks in the pleasantly finished crew cabin aboard *Wanderer II*.

Freight ports, with galvanized gratings, are mounted at suitable places in the bulwarks, and the deck is also fitted with portable steel pond stanchions.

Insulated on its after bulkhead with 4in. cork, the fishroom has steel stanchions and wooden division boards. The after end of the fishroom is arranged for boxing herring.

A wide range of equipment is fitted in the wheelhouse. Fish finding is carried out by Kelvin Hughes MS 44 echo sounder with BL1 expansion unit, and a Furuno Ad-scope Mk.11 cathode ray tube unit.

Arrangements have been made in the fishroom to house the transducer for a Simrad SL sonar set, although this has not been fitted yet. Other equipment in the wheelhouse includes Decca Mk.21 Navigator, RM 916 radar and 450 autopilot; Sailor T122/R105 radio telephone; Kelvin Hughes Foreland VHF radio telephone; Walker Trident leg; Tenfjord H100 ESG steering gear; Morse engine and winch controls; Wynastrum window wiper and Flaman horn.

A combined galley and messdeck is arranged in the after end of the deckhouse. It is fitted with a New World gas cooker, Vaillant water heater and Electrolux gas fridge. Bunks for seven are arranged in the after cabin, which is heated by a Refleks oil stove, and the cabin, wheelhouse and galley are finished with Arboite plastic-faced plywood.

Founded in 1946 by Alexander Noble, who is a native of Fraserburgh, the Girvan yard has a considerable

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MFV "Gallic May" — 316 fms by 90 fms

MFV "Gallic Rose" — 316 fms by 90 fms

MFV "Julie Anne" — 292 fms by 90 fms

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Catching and cooking prawns

John Burgess' Log

"COULD you please tell me how to catch prawns off the Welsh coast, what is the best bait to use and on what sort of ground are they found in the greatest quantities."

"I should also like to know how to boil prawns and how to pick or peel them. Are they picked in the same way as shrimps?"

"I take it that the species you want to catch is the common prawn (*Palaeomon serratus*)."

Prawns of this type can be taken in both hoop nets and in pots or creels similar to those used along the Dorset, Devon and Cornish coasts.

Procedure when hoop netting prawns is to bait whatever number you are going to use, stow them in the stern of a boat and then to proceed slowly over the selected ground dropping them overboard at intervals of about ten metres.

It is customary to haul the first one after it has been down for about a quarter of an hour and then to haul the others in turn. For best results hoop nets should be worked at night.

One traditional type of pot used for catching prawns in the West Country resembles a Cornish inkwell pot in shape. But finer withies are used and they are more closely woven.

The base of this pot is about 30 in. (762 mm) diameter and the mouth 5 in. (127 mm) diameter and it is usually weighted with stones lashed to the outside of the base.

Another is a square strap made of wire netting. It has funnel shaped entrances in each side, in addition to one in the top, and a door in the base for clearing and baiting. It is weighted with a length of chain attached round the bottom of the sides.

Modern devices for catching prawns include traps made by R. J. Davis at the Marine Engine Centre, 19 Benvile Road, Weymouth, Dorset, and R. and B. Leaskey, The Sutcliffe House, Settle, Yorkshire.

The Davis trap is made of GRP and measures 11 in. (279 mm) by 11 in. (279 mm) by 8 in. (203 mm) high. It has three entrances — one through the top and two through opposite sides — in which are eyes of a size to permit ingress by prawns, but keep out crabs.

They can be cooled by immersion in sea water or by being spread out on canvas or wire mesh trays, but recommended practice is to put them in polythene bags surrounded by ice.

They are picked in the same way as shrimps.

"DO YOU know of any concern interested in buying shark skins and fins, as well as oil?"

The Leakey trap, which is made of galvanised steel rod covered with netting, is modelled on the traditional Poole prawn trap.

It is square and has five entrances large enough for prawns, but small enough to keep out conger eels and dogfish. A feature about it is that it can be folded and carried in substantial numbers in a small boat.

Traps are fished single and — more efficiently — in strings. A string usually contains about four traps.

To find out whether your

ELECTRIC REELS

"IN PREVIOUS issues you have described electric line fishing reels made in Norway and Iceland.

You could get full particulars about them from the firm at 3812 Midvag, Foroyar, Faroe Islands. Hydraulic reels are also being produced in Iceland by Kjellid Nordahl Gudjonsson, PO Box 124, Gardabergur, Iceland.

GRIBBLE WORM

"WE ARE being troubled here by what we think is the gribble worm."

"Can you tell me what gribble worm looks like, if it attacks wooden boats and how it can be prevented?"

"The gribble is a crustacean which looks like a woodlouse, but is only about a centimetre long. It bores in the wood to a depth of about 1 cm, and then returns to the surface to select a fresh point of entry."

"It quickly reduces the wood to pulpy mass which gets washed away and exposes new wood to attack."

"The best way to protect wooden hull against gribble worms is to sheath it. If it is impracticable, the only way to do so is to apply top-quality anti-fouling, more often than you would, in places where the worms are not a menace."

"If you were to anti-foul your boats three times, instead of once or twice a year, you would be unlikely to have much trouble."

CHOOSING A RADAR

"WE ARE thinking of installing a radar, as an increasing number of vessels are arriving and departing from here, even when visibility is bad. We have only a small wheelhouse and a limited 12 V power supply."

"Can you tell us which of the compact, low-priced radars available would be best for us to install?"

"I should think that the Baron X10 radar would be as suitable as any as it is a direct descendant of the Mariner 010 instrument designed and produced by John French, and only consumes 36 W at 12 V."

"Both the display unit and scanner are compact and light, and the former embodies features you would expect to find in more expensive instruments."

"The unit incorporates a switch for controlling the brightness of the picture, rain and sea clutter controls."

"Full details of the X10 obtainable from Baro Instruments Ltd., Ye Street, Cowes, Isle of Wight."

"During the past few years, the wives have managed to raise over £13,145."

"There is still space available at the exhibition for companies to show equipment. Contact: Mrs. Mainwaring, 42 Quay Street, Scarborough."

"FOLLOWING the loss of the Aberdeen trawler *Clarkwood* off Caithness last August, Henry Hadden (28) was charged with failing to carry out an order. He made no declaration and was committed for further examination, but was released on bail of £40."

"If you are in any doubt for instance, where the effect of natural light will dictate the relay correctly."

"A fail-safe arrangement ensures that lights will switch on and remain lit at dawn automatically, may be of interest to you."

"It consists of a transistorised relay unit, a photo-resistive cell, an over-riding switch and terminal connectors with insulating sleeves."

"The cell is provided with a suction mounting pad and several feet of cable to enable it to be located in a position near a wheelhouse window."

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Inshore herring is the best bet — WHEN IT COMES TO FUEL COSTS

SCOTTISH inshore herring fishing is a much more attractive food production process than distant-water trawling for cod, or even raising beef.

About 270 people attended

including Tom Boyd Jr., president of Hull Fishing Vessel Owners' Association.

Five Hull skippers away on trips sent radio greetings and their messages were read out during the evening.

The senders were Skipper

Jack Lilley (Hull Guild presi-

dent) aboard *Dane*; Roy

Walker of *Pict*; Freddy Myers

of *Arab*; Norman Longthorpe

of *Lord Nelson* and George

Saul, liaison skipper with

Miranda.

The evening was organised

by nine wives of Hull

skippers.

During the evening a tombola with 350 prizes was held and there were other events with 14 prizes.

SCOTTISH inshore herring fishing is a much more attractive food production process than distant-water trawling for cod, or even raising beef.

This is suggested by data

produced at the Energy

Analysis Unit, University of

Strathclyde, Glasgow.

Using energy analysis to

measure all the energy used

in making the materials

process — boats, fishing gear,

ice and fuel — Dr. William

Edwards illustrates that 30

tons of protein from herring,

or three tons of protein from

cod, or only one ton of protein

from beef, may be obtained

tainty over the future of the

present fishing industry.

It is shown in the same article to be published in *Fishing News International*, February, that the major energy input to fishing is fuel (over 80 per cent total energy used up by vessels alone 80ft, rising to over 90 per cent for larger vessels). This information has important implications in these times of rising fuel costs and uncer-

tainty over the future of the

present fishing industry.

Otter trawling is the most

energy-intensive fishing activ-

ity carried out in Scotland,

followed by light trawl, seine,

purse seine and finally pair

trawling. The amount of

energy put into otter trawling

has been rising over recent

years as fisherman have had

to spend longer times at sea

searching for decreasing

stocks of fish. Inevitably,

catches have been levelling

off and, more recently, fall-

ing.

It is contended that further

intensification of distant-

water and middle-water

trawling operations should be

prevented and that inshore

and near-water fishing should

be protected; only pelagic

fishing provides more food

energy than is expended in

the process of catching and

landing fish.

This type of information is

helpful in understanding how

much of our resources are

